

DEEPWATER

The Integrated Deepwater System Program



INTEGRATED COAST GUARD SYSTEMS
DEEPWATER
Integrated
Deepwater System
Program

110' to 123' WPB
Patrol Boat

110' to 123' WPB Patrol Boat



Recapitalization of the Coast Guard's aging and technologically obsolete cutters through the Integrated Deepwater System Program is essential to the Coast Guard providing maritime homeland security and achieving maritime domain awareness in our Nation's ports, waterways, coastal environment and offshore. One of the first visible modernization efforts of the Program will be the conversion of the 110' to the 123' patrol boats.

History of the 110' Patrol Boats:



- The 110' patrol boat, known as the Island Class, is the Coast Guard modification of British-designed patrol boats.
- The Coast Guard currently has 49 of these patrol boats, named after U.S. islands, in service.
- The Island Class project began in 1982 as an effort to procure “off the shelf” patrol boats in response to congressional and administrative imperatives to increase law enforcement resources in the southeast United States. Since then, these vessels have been homeported as far west as Guam and as far north as Alaska, and have been a significant operational asset for the Coast Guard
- With extended range and sea-keeping capabilities, these cutters began replacing the 95-foot Cape class patrol boats in the late 1980s.
- The Coast Guard awarded the first contract in August 1984 for 16 cutters to Bollinger Shipyards, Inc.

History of the 110' Patrol Boats:



- **USCGC MATAGORDA** will be the first 110' WPB to begin the Deepwater modernization process. **CGC MATAGORDA** arrived in Lockport, LA on 2 February 2003. **CGC MATAGORDA** is scheduled to be in the shipyard for 8-9 months. In the future, it is anticipated a 123' will be delivered to the fleet approximately every eight weeks.



The 110' to 123' Patrol Boats Renovation:



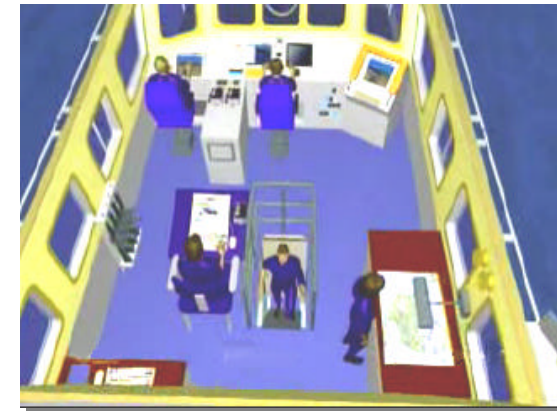
- The Service Life Extension Program (SLEP) will upgrade, physically renovate and double the service life of the patrol boat.
- The renovation will achieve an improved asset within the legacy fleet and will minimize the disruption of Coast Guard operations.
- This patrol boat renovation will extend the length 13 feet for an overall length of 123 feet with a maximum beam of 21 feet and a full load draft of 7 feet.
- There will be an installation of a stern launch ramp to accommodate the new 7-meter Short Range Prosecutor (SRP).
- The renovation will include improved crew habitability. The 8-person aft berthing space will be converted to a workspace. Additional berthing will be provided on the main deck with three 2-person staterooms to allow the patrol boat to be dual gender capable.



The 110' to 123' Patrol Boats Renovation:



- There will be upgrades to the C4ISR suite to provide for increased capabilities in communications, detection and prosecution. These upgrades include:
 - Three separate fiber optic LAN systems – administrative, command/control, and main propulsion;
 - Integrated Communications Systems including commercial satellite, a new radio suite for law enforcement, Integrated Voice Comms (IVCS) for automated routing of communications, message processing systems;
 - Command and Control System to visualize an operational picture with an integrated radar display;



The 110' to 123' Patrol Boats Renovation:



- New sensors to include Infra-Red and Electro-Optics; and
- Logistics network computing equipment, servers, workstations, network components, pocket PCs and tablet PCs.
- The exterior will be refurbished with shell plate and structural replacement.
- A new superstructure and pilothouse design will be provided. Halter Marine will build the superstructure and ship it to Bollinger to install. The renovated pilothouse includes a 360-degree bridge for increased visibility and a 200% increase in available deck space.
- There will be an addition of a ship's office with a triage station located on the main deck.



The 110' to 123' Patrol Boats Renovation:



- The galley and mess deck equipment will be renovated.
- A new tow bitt will be installed in conjunction with the new stern configuration
- System enhancements will include:
 - New steering and hydraulic system,
 - New larger rudders with mechanical seals,
 - Improved mechanical seals on fin stabilizers,
 - No requirement for gasoline storage (new SRP will be diesel-powered),
 - Installed washer and dryer,
 - Additional reefer/freezer installed in the aft workspace,
 - Added storage, relocated magazine and an Engineer watchstanding console in the re-configured aft workspace and
 - Secure communications space (located in current magazine space).





Check us out: www.uscg.mil/deepwater